

Examiner for bringing such errors to their attention and, accordingly, amendment has been made.

In like manner, errors causing indefiniteness were pointed out in the Office Action in regard to claims 5 and 9. Again, appropriate correction has been made.

Claims 1, 4 and 5 were rejected under 35 USC 102(b) as being anticipated by Long. Claims 1, 2, 8 and 9 were rejected under 35 USC 102 as being anticipated by Carson. Claims 10 and 11 were rejected under 35 USC 103 as being unpatentable over Long and Carson.

Long provides a seat with a headrest and a spring 9. Long is also pivotally mounted with respect to the seatback. However, nowhere does Long teach or disclose a headrest according to applicants' invention wherein upon rear impact, the headrest moves in a forward direction toward the head of a vehicle seat occupant. Looking in greater detail at Figures 1 and 2 of Long, Long has wing portions 7 and 7' which can pivot forwardly upon a frontal impact by contact with an airline occupant seated to the rear of the chair. This explanation is given in column 1, lines 14-20.

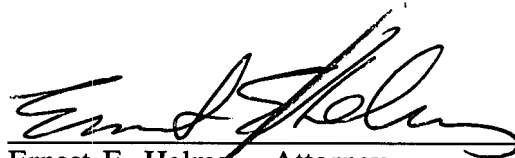
In regard to Carson, again, a detailed review of Figures 1 and 3 demonstrates that upon rear impact, the headrest 21 is secured from forward movement by the strap 25 shown in Figure 1 or by the strap 34 shown in Figure 3. In the specification at column 2, lines 4-14, it is stated that the strap holds the tray in the desired adjusted position and also that the strap 24 is connected to the top portion of the seatback. In like manner, at column 2, lines 43-45, strap 34 is stated to have a function similar to that of strap 25.

Herzer et al is pivotally mounted on a rotatable sleeve 21, but movement of the headrest cushion 9 of Herzer et al is achieved by a lateral pressure applied on the headrest to disengage the complementary tooth elements 5 and 6. Typically in a rear impact, forces exerted on a headrest will be aligned in a fore and aft direction. Therefore, there is nothing in Herzer et al that would lead one to a conclusion or implication that Herzer et al, upon a rear vehicle impact, moves in a forward direction toward the head of a vehicle seat occupant.

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By this amendment, applicants have shown wherein the Examiner's rejections are respectfully traversed. As this application is otherwise in condition for allowance, such action is respectfully requested.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Ernest E. Helms", written over a horizontal line.

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